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Note: No Performance Correction Factors used from published figures

		User Entered			
		From Planning Manual			
Depart			NSFA		
Destination			NWWW		
Route Distance	GNM		1711		
ZFW	TOTAL	lbs	14606		
Fuel Load		Litres	4164	= US Gallons	1100
		Fuel SG	0.78		
		lbs	7160		
Ramp Weight		lbs	21766		
Fuel Used	Start		0		
	Taxi		0		
	Takeoff		0		
INITIAL SEGMENT					
Distance	To Position		KILAN		
	GNM		292	To start of next Altitude Change	
Flight Fuel	Initial Climb	Start Weight	21766		
		Start Alt	0		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-20		
		Time	36		
		Fuel Used	1200		
		Distance (ANM)	208		
		GNM	196		
	Cruise	Distance	96		
		Wind Component	-20	Cruise MZW Check	TOPC
		Temp Variation	+10		End Cruise
		Cruise Mach	0.72		MZW
		EMZW	20382		Error
		Fuel Flow	1612		
		TAS	417	Time Interval	
		Time in Cruise	15	Elapsed Time	
		Fuel in Cruise	390	Fuel Remaining at	KILAN
					20446
					20018
					20232
					-150
					51 minutes
					51 minutes
					5412 if VFR used
MID SEGMENT 1					
Distance	To Position		APASI		
	GNM		209	To start of next Altitude Change	
Flight Fuel	Altitude Change	Start Weight	20018		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-35		
		Time	0		
		Fuel Used	0		
		Distance (ANM)	0		
		GNM	0		
	Cruise	Distance	209		
		Wind Component	-35	Cruise MZW Check	End Alt. Change
		Temp Variation	+10		End Cruise
		Cruise Mach	0.72		MZW
		EMZW	19600		Error
		Fuel Flow	1462		
		TAS	417	Time Interval	
		Time in Cruise	33	Elapsed Time	
		Fuel in Cruise	800	Fuel Remaining at	APASI
					20018
					19138
					19578
					-22
					33 minutes
					83 minutes
					4532 if VFR used
MID SEGMENT 2					
Distance	To Position		DOLSI		
	GNM		513	To start of next Altitude Change	
Flight Fuel	Altitude Change	Start Weight	19138		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-75		
		Time	0		
		Fuel Used	0		

Cruise	Distance (ANM)	0			
	GNM	0			
	Distance	513			
	Wind Component	-75	Cruise MZW Check	End Alt. Change	19138
	Temp Variation	+10		End Cruise	16888
	Cruise Mach	0.72		MZW	18013
	EMZW	17978		Error	36
	Fuel Flow	1364			
	TAS	417	Time Interval		90 minutes
	Time in Cruise	90	Elapsed Time		173 minutes
Fuel in Cruise	2045	Fuel Remaining at	DOLSI	2282 if VFR used	

MID SEGMENT 3					
Distance	To Position	0928 UTC			
	GNM	287	To start of next Altitude Change		
Flight Fuel	Altitude Change	Start Weight	16888		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	-65		
		Time	0		
		Fuel Used	0		
		Distance (ANM)	0		
		GNM	0		
		Cruise	Distance	287	
Wind Component	-65		Cruise MZW Check	End Alt. Change	16888
Temp Variation	+10			End Cruise	15699
Cruise Mach	0.72			MZW	16294
EMZW	16260			Error	34
Fuel Flow	1326				
TAS	417		Time Interval		49 minutes
Time in Cruise	49		Elapsed Time		222 minutes
Fuel in Cruise	1081		Fuel Remaining at	0928 UTC	1093 if VFR used

FINAL SEGMENT					
Distance	To Position	NWWW			
	GNM	410			
Flight Fuel	Altitude Change	Start Weight	15699		
		Start Alt	39000		
		Finish Alt	39000		
		Temp Variation	+10		
		Wind Component	0		
		Time	0		
		Fuel Used	0		
		Distance (ANM)	0		
		GNM	0		
		Cruise	Distance	330	
Wind Component	0		Cruise MZW Check	End Alt. Change	15699
Temp Variation	+10			End Cruise	14658
Cruise Type	0.72			MZW	15179
EMZW	15100			Error	79
Fuel Flow	1195				
TAS	417				
Time in Cruise	48				
Fuel in Cruise	946				
Descent to Destination	Start Alt		39000		
	Finish Alt	0			
	Wind Component	-20			
	Time	16	Time Interval		64 minutes
	Fuel Used	158	Elapsed Time		286 minutes
	Distance (ANM)	85	Fuel Remaining at	NWWW	-122 if VFR used
	GNM	80			

Fuel Used	Approach	0
	Landing	0

ARRIVAL FUEL	-122
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NOTES
 EMZW checks use average TAS 380 & 23 lb per minute
 $TAS = 38.975 \times \text{Mach Number} \times \text{Square Root of Absolute Temperature (Where Absolute Temperature } ^\circ K = SAT ^\circ C + 273.15)$